

APPENDIX “B”

KC-10A UNSCHEDULED DROP-IN MAINTENANCE/MODIFICATION

1.1 GENERAL

1.1.1 Information

1.1.1.1 NOTE: Although this section outlines general information, the requirements listed herein are mandatory.

1.1.1.2 The purpose of this Appendix “B” Work Specification is to establish the requirements for Unscheduled Drop-In Maintenance, repair of components, Technical Order (T.O.) compliance, modification, test flight, and preparation for delivery of KC-10A aircraft to the Air Force.

1.1.1.3 The contractor must meet all requirements of FAR Part 145 for repairing and maintaining KC-10/DC-10 aircraft.

1.1.1.4 All work and service actions performed on KC-10A aircraft and associated systems must conform to FAA Type Certification Requirements and be documented by FAA 337 Form, major Repair and Alteration. FAA 337 Form will be accomplished IAW FAR Part 43.

1.1.1.5 Receiving and delivery schedule for accomplishing the requirements herein will be negotiated on each aircraft.

1.1.1.6 The contractor is authorized to use commercial methods, procedures, specifications, or portions thereof, if consistent with this Statement of Work and the technical proposal, to accomplish the work directed herein when approved by the PCO and SPM. Contractor methods and procedures must meet the Air Force standards when specifically referenced in this work specification and the Safety Appendix “C” attached.

1.1.1.7 When aircraft are input for Unscheduled Drop-In Maintenance, the contractor will accomplish work and security protection required by this contract.

1.1.1.8 When authorized by the ACO, the contractor will accomplish urgent action, immediate action, and routine TCTOs that are received while the aircraft is in the contractor facility.

1.1.9 Service Action Accomplishment. Service Actions shall be accomplished when directed and approved by OC-ALC ACO/PCO.

a. When approved for depot level accomplishment, approval will be granted by the PCO for kits/parts (if required), and installation. The LSC shall ensure all kits/parts are ordered/received to assure compliance within the timeframe required by the contract.

b. When approved for organizational level accomplishment, but directed as a depot level task, the PCO shall authorize purchase of the kits. The LSC shall ensure all kits/parts are ordered/received to assure compliance within the timeframe required by contract. Air Force Time Compliance Technical Order (TCTO) numbers, data codes, and accomplishment information shall be provided by the Air Force and applied to organizational level service actions.

1.1.1.10 All discrepancies noted as a result of the work authorized, and while contractor technicians are accessing work areas, will be corrected as basic work. Discrepancies noted, (e.g. FOD'd engine, additional unknown damage), which is not part of the basic work package, or which was not known or anticipated as part of the basic work package, will be submitted to the ACO for approval as an Over and Above work request.

1.1.1.11 The aircraft will be returned to the Air Force in a configuration with the same type components, accessories, and special equipment installed, except as modified, removed, added, or scrapped by this contract.

1.1.1.12 Particular emphasis will be placed on protecting the interior and exterior of each aircraft to ensure that the appearance is comparable upon completion to the appearance at time of input.

1.1.1.13 Any additional depot level work requirements not specified in this work specification and determined necessary by the contractor for accomplishment while the aircraft is undergoing Unscheduled Drop-In Maintenance, will be forwarded to the ACO for approval.

1.1.1.14 Safety-of-flight discrepancies discovered during the input flight into contractor repair facilities will be passed on to the MOB LGC/OGC through the MOB COMBS facility for approval by the ACO as an Over and Above work request.

1.1.1.15 Establish a communication program to provide the using MOB and SPM of the aircraft status and progress of work under this work specification.

1.1.1.16 Implement maintenance compression requirements IAW Appendix "A" when directed by the PCO.

1.1.2 Data

1.1.2.1 Maintenance Records, Forms, and Publications:

a. The forms listed below will be maintained current by the contractor IAW the directives listed in Column 3 below, from the date the aircraft is received by the contractor to the date of acceptance by the using activity for fly-away.

<u>COLUMN 1</u> <u>FORM NO.</u>	<u>COLUMN 2</u> <u>FORM TITLE</u>	<u>COLUMN 3</u> <u>APPLICABLE DIRECTIVE</u>
DD 365	Record of Weight & Balance	1-1-40, 1-1B-50, and applicable -5 and -6 T.O.s
AF 2691	Aircraft Equipment Property	AFR 66-12 and applicable -21 T.O.
RSC-LOG-MMO (M) 7125	Wing Base Tech Order Status Report	00-20-1 00-20-4
AFTO 781 Series	Aircraft Flight Data Records	00-20-5
AFTO 95	Significant Historical	00-20-4, 00-20-5
AFTO 349	Maintenance Data Collection Collection	00-20-2, 00-20-2-2, 00-20-2-10, 00-20-2-13
FAA 337	Major Repair & Alterations	FAR Part 43, App (2) FAR Part 145, Para 145.59
DD 354	DOD Contract Security Classification Specification	AFR 205-4
AF 510/ AFTO 290	Aerospace Vehicle Delivery Receipt	AFR 65-110
AF 2692	Aircraft/Missile Equipment Listing	AFR 66-12 Transfer/Shipping

b. If aircraft are received minus the applicable forms, or the forms contain incomplete information, the contractor will contact the using activity LGC/OGC.

c. All discrepancies which are not required to be corrected (deferred to Unit maintenance) during work under this specification will be entered in the appropriate aircraft records prior to release of the aircraft to the flight crew.

1.1.2.2 Reporting Requirements:

a. The contractor will conform to data requests as incorporated into this contract by DD Form 1423 and instructions contained in DD Form 1664 and made part of this contract.

b. The FAA 337 Form will be the source document for updates of AFTO Forms 95 indicating day, month, year, and aircraft time that repair, etc. were accomplished. Using command MOB documentation, personnel will be responsible for performing the AFTO Form 95 update.

c. The contractor will furnish the ACO/SPM with information necessary to compile such reports as may be required by T.O., regulation, or other Air Force directives.

d. The contractor will report to the ACO/PCO/SPM incidents and damage done to aircraft while undergoing repair at contractor facilities (see Section III, para 3.3.2.4). Reports will contain, as a minimum, the following: (DID-DI-H-1329 A/D)

- (1) Description of damage done/incident
- (2) Manhours/Dollar value of damage
- (3) Cause/results of damage/incident
- (4) Impact on scheduled output
- (5) Contractor corrective action
- (6) Proposed repair

e. The contractor will immediately advise the using activity, the SPM when it is anticipated that a shortage of either CFE or GFE will cause a production delay.

1.1.2.3 Technical Data:

a. The removal, disassembly, inspection, repair, adjustment, modification, test, assembly, and reinstallation of components and equipment will conform to the basic vendor/maintenance instruction manuals under the FAA guidelines for an approved FAA repair facility.

b. Contractor accomplished structural and skin repairs will conform to KC-10 Structural Repair Manuals, T.O. 1C-10(K)A-3 Volumes I, II, and III, or FAA approved procedures. Deviations from instructions on repair outlined in these T.O.s must be approved by PCO/LADBA, Tinker Air Force Base, Oklahoma, with coordination through the MOB LGC/OGC, SPM, and ACO.

c. Replacement parts, materials, equipment, and accessories used in the repair of the aircraft, aircraft system, or subsystem will be those authorized by the government in approved publications.

d. Work directed by this specification involving maintenance on KC-10A peculiar systems and subsystems will be accomplished exclusively under instructions contained in KC-10A T.O.s.

e. Obtain and use approved torque values and safety methods from publications listed below: in KC-10A T.O.s.

(1) Applicable KC-10A T.O. (1C-10(K)A-2-20)/Standard Practices Airframe.

(2) If not otherwise listed, refer to Commercial or Accessory Maintenance Manual.

f. Hydraulic fluid shall remain in the system unless draining is necessary for repair or replacement of major components. Plugs or caps shall be installed on disconnected lines IAW T.O. 1C-10(K)A-2-29 and 1C-10(K)A-2-20. If system draining is necessary, reservice IAW instructions contained in T.O. 1C-10(K)A-2-12 and 1C-10(K)A-2-29.

g. Hydraulic fluid drained for any reason shall be disposed of as condemned property and doesn't require government approval.

h. Inspections, installation, and replacement of flexible hoses, fittings, clamps, and flexible tubing will conform to T.O. 1C(K)A-2-20.

i. Color coding of new tubing and flexible hoses will be IAW T.O. 1C-(K)A-2-20.

j. Fluids, fuels, oils, greases and compounds will be as specified in the applicable KC-10A Maintenance and Servicing Manuals.

k. Inspection, installation, and replacement of electrical wiring and conduit connectors will be IAW applicable -2 T.O.

l. Inspection, check, and replacement of vibration isolators will be IAW T.O. 1C-10(K)A-2-77FI-1, -2-70, -2-77.

m. Replacement of synthetic rubber parts or assemblies containing synthetic rubber parts in aircraft fuel system shall be subject to the restrictions specified in TO.O. 1C-10(K)A-2-28.

n. All NDIs, fluorescent penetrant, magnetic particle, eddy current, ultrasonics, and X-ray shall be performed in accordance with the applicable service instructions or FAA approved Douglas Aircraft NDI/1C-10(K)A-36, Personnel performing NDI inspections on KC-10 components will be qualified IAW FAA requirements.

1.1.3 Security

1.1.3.1 Comply with DD Form 254, Contract Security Classification Specification.

1.1.3.2 Classified KC-10A equipment shall be removed and stored by USAF personnel.

1.1.3.3 In the event that KC-10A aircraft are “dropped” into contractor repair facilities prior to returning to assigned MOB, the Air Force flight crew will secure classified equipment until the SPM and MOB LGC/OGC have been advised and provide disposition of equipment.

1.1.4 Quality

1.1.4.1 Quality Program/Inspection System Requirements

a) The contractor quality assurance and inspection system shall be developed and maintained to comply with the requirements of Federal Aviation Regulation Part 145 and Part 43 for repairing and maintaining KC-10/DC-10 Aircraft.

b) The contractor shall establish and maintain an effective quality control and inspection system that will assure all work affecting quality (including, but not necessarily limited to, such things as purchasing, handling, testing, modification, installation and any other treatment of products, facilities, or equipment from the ordering of material to dispatch of shipments) shall be prescribed in clear and complete documented instructions including caution and warning notes where failure to follow would cause damage to operating personnel or Air Force property. Such instructions shall provide necessary criteria for performing the work functions and shall be compatible with acceptable criteria for workmanship. Additionally, these instructions are intended to serve as tools for the supervising, inspecting and managing of work. All records are subject to review by government personnel.

c) The contractor quality program shall be designed to promptly detect and correct assignable conditions adverse to quality. The contractor shall investigate Item Failure Reports (IFR) submitted against reportedly defective items manufactured, repaired or overhauled by the contractor. Each report will be processed IAW attachment 12, in a timely manner to meet the suspense dates assigned by the action agency. When defective trends begin to develop or when specific cause(s) of defects that render a product unserviceable cannot be accomplished within the established suspense period, an interim reply will be provided. A final reply will be provided upon the completion of the investigation which will include a complete resume of findings and summary of corrective action taken or proposed. Corrective action taken shall include as a minimum: a) Analysis of data and examination of exhibits (when appropriate) to determine extent and cause of deficiencies; b) Analysis of trends in processes or performance of work to prevent recurrence; c) Introduction of required improvement and correction and; d) Initial review of adequacy of improvements and corrections and monitoring of the effectiveness of corrective action taken.

d) Government Inspection and Acceptance Designee Authorities and Responsibilities: All material, processes, procedures, and systems used by the contractor in accomplishing the requirements of this contract will be subject to inspection as required by this contract.

1.1.5 Condemnation and Repair

1.1.5.1 The contractor will not condemn items without prior approval of the ACO.

1.1.5.2 Parts removed from an aircraft for replacement/repair shall be returned to the cognizant MOB COMBS for a contractor evaluation and or possible condemnation.

1.1.5.3 The contractor will not repair items where the cost of parts and labor exceed 75% of the current replacement cost of the item unless authorized by the SPM and approved by the PCO.

1.1.6 Precious and Scrap Metals

1.1.6.1 Critical alloy, precious, and scrap metals shall be processed IAW instructions received from the ACO.

1.1.6.2 These metals accumulated out of MOB COMBS contractors parts, components, and stores will be returned to the KC-10As assigned MOB COMBS facility for disposition.

1.1.7 Reliability and Maintainability

1.1.7.1 Specific Reliability and Maintainability (R&M) statements are not required in the work specification for the KC-10A. The work specification, work requests (Over and Above), and applicable KC-10A Time Limits/Maintenance Checks, and Inspection work decks list the work/inspection requirements. Any TCTOs or modifications required by the work specification will include specific R&M requirements, if applicable.

1.1.8 Parts Control Program

1.1.8.1 The Contractor shall maintain the current configuration of the aircraft, items, systems, and subsystems IAW the KC-10A Detail Specification (DS) 5500 ATCA (Feb 80) and the current Configuration Status Accounting (CSA). Any deviation from this requirement must be specifically approved by the SPM.

1.2 RECEIPT OF AIRCRAFT AT FACILITY

1.2.1 Handling

1.2.1.1 Handle, park, moor, and/or hangar each aircraft as specified in applicable - 2 T.O. and Safety Appendix "C".

1.2.1.2 The aircraft shall be effectively grounded to approved low resistance stratic ground by means of approved grounding cables at all times when the aircraft is stationary IAW the applicable -2 T.O. and Safety Appendix "C".

1.2.1.3 Qualification of personnel handling and operating aircraft shall conform to Safety Appendix "C".

1.2.1.4 Handle, defuel, refuel, and store fuel IAW Safety Appendix "C". Fuel drained shall be recorded in AFTO Form 781H and credited to the Government under the monitorship of the aircraft Crew Chief. Fuel that belongs to the KC-10 program will only be dispensed to KC-10 aircraft.

1.2.1.5 Review Over and Above work requests, AFTO forms 781 series, aircraft records, and service action documentation for work to be performed. Communicate with the COMBS facility any need for additional information, forms, components, kits, etc., before proceeding with work statement.

1.2.1.6 Special provisions for handling aircraft containing ammunition.

a) Immediately upon receipt of the aircraft, inspect for any ammunition and/or explosives or pyrotechnics that were not removed by the using activity.

b) In the event that weapons and related ammunition have not been removed from an aircraft prior to input to a contractor facility, the contractor shall secure the aircraft under guard of an employee and notify the using activity of the condition. The using activity shall take prompt corrective action prior to Contractor work commencing. Any waiting time as a result of the above, will be added to the C-Check scheduled time without penalty to the contractor.

1.2.2 Inventory

1.2.2.1 Inventory each aircraft against property listed in the aircraft inventory records, AF Form 2692, and supplements thereto. Accomplish this inventory with the least possible delay after receipt of the aircraft. Record and process property inventory accountability and shortages in accordance with AFR 66-12 and applicable -21 T.O. This inventory will be accomplished jointly with the aircraft commander or his designated representative at the time of delivery and pick-up of the aircraft and will be certified by both Air Force and contractor personnel.

1.2.2.2 Remove, tag, and store loose equipment in a secure location. Loose equipment shall not be repaired or overhauled. Return removed equipment with the same aircraft.

1.2.2.3 A maintenance debriefing will be conducted by the contractor with the Air Force flight crew and Crew Chief upon arrival for the purpose of clarifying all defects listed in AFTO 781 Form series forms. Debriefing shall be accomplished prior to contractor acceptance of the aircraft. All inflight discrepancies will be reported to the assigned MOB COMBS facility for review by the MOB LGC/OGC. Over and Above work requests will be prepared, provided to the LGC/OGC, and approved by the ACO for inflight discrepancies that require attention.

1.2.2.4 Acknowledge receipt of aircraft on AF Form 510 and/or AFTO Form 290.

1.2.2.5 Discrepant, damaged, and rotatable parts (repairable/non-repairable) replaced by the contractor during the course of modification, damage repair, drop-in maintenance, etc., will be tagged and returned to the MOB COMBS from which the components were drawn.

1.3 WORK REQUIREMENTS

1.3.1 Specific Work Requirements

1.3.1.1 Coordinate with MOB COMBS facility all repair schedules, verifying related requirements, input/output and fuel requirements, mission configuration for return flight, kit requirements, special items, and activities.

1.3.1.2 Establish, monitor, and maintain a Safety program under the auspices of Safety Appendix "C".

1.3.1.3 Prepare all items for repair, modification, and maintenance, including card decks, Service Actions, TCTOs, and special modifications and accomplish as instructed by Over and Above work description.

1.3.1.4 Provide the capability to receive fuel (off-load), store, and refuel, including purchase of additional fuel. Fuels will not be mixed.

1.3.1.5 Jack, level, shore and perform weight and balance of KC-10As IAW T.O.s 1-1B-40, 1-1B-50, and 1C-10(K)A-5, making appropriate documentation. Weight and balance activities will be in compliance with Safety Appendix "C".

1.3.1.6 Maintain the ability and be responsive to instructions to execute compression or acceleration action to accommodate mission requirements, as instructed by the PCO.

1.3.1.7 Arrange through the MOB COMBS all parts requirements beyond programmed requirements, e.g. unforeseen inflight discrepancies, etc.

1.3.1.8 Provide and maintain paint facilities IAW Safety Appendix “C”.

1.3.1.9 Provide the capability to perform full wet wash, lubrication, interior cleaning, including paint touch-up, stenciling and decal replacement.

1.3.1.10 Report damage to aircraft caused while in the possession of the contractor to the appropriate agencies listed in Section III, para 3.3.2.4. (DID-DI-G-1329A/D).

1.3.1.11 All panels, access doors, covers, etc., removed for unscheduled drop-in maintenance will be reinstalled in a serviceable condition.

1.3.1.12 Install approved plugs, caps or covers on all disconnected lines and components.

1.3.1.13 Special tooling or special test equipment to accomplish TCTOs or other service actions will be furnished as per the Over and Above work statement. Generally, special tooling and test equipment will be provided by the MOB COMBS facility/contractor.